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22 May 1959

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MEMORANDUM FOR: Director of Materiel, Headquarters

THROUGH : Colonel Burke

SUBJECT : Parts Failures at Detachment B

1. The downward trend of reliability of certain aircraft parts has given reason to require a careful look at the quality control procedures now in force. Items that have caused this concern are listed below. Also included are the operational limitations and change information. This data was taken from WD 781-5 Accessories Data and from Stock Records Cards.

a. Accumulators, section 1 FAK, line item 1-0224, stock number 4831-1356-542838.

(1) Sixteen accumulators have been returned repairable to the Depot. The average life of these units has been 200 flying hours. The E & M manual states these units are to be replaced after 1000 flying hours. None of these units have been found bad on bench check. All have flown a minimum of 50 hours except one changed after 11:05 hours and one after 45:40 hours. A few units have reached a maximum of 350 hours. Of the sixteen accumulators returned to the Depot, six have been since the 1st of January 1959. These units have averaged approximately 89 flying hours each. Figures, serial numbers, installation and removal times may be provided on all units installed at any time in Articles now at Detachment "B".

b. Invertors, Section 1 FAK, line item 1-0364-2, Part Number SP-FE-6-2.

(1) Twenty-seven invertors have been returned repairable to the Depot. The average life of these units has been 113 flying hours. The E & M manual states these units are to be replaced after 600 flying hours. The maximum operating time on any of these units has been 300 hours. Units installed since the first of the year have been replaced after a maximum of 20 hours on 3 occasions. These units were Depot overhauled as were three others which were rejected when bench checked after removal from stock. This in line with same problem at Detachment "C", reference Unsatisfactory Report C-4-13-59-2, 15 April 1959.

c. Flow meters, Section 1 FAK, line item 1-0465, stock number 6680-663-8449.

(1) Thirty flow meters have been returned repairable to the Depot. The average life of these units has been 100 flying hours. None of these units have been found bad on bench check. The maximum time reached on any of these units was 470 hours with two other units reaching 350 hours. A maximum of four hours has been experienced on three of these units in the past four months. The E & M manual states these units are to be changed after 500 flying hours.

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(2) Of the 30 flow meters returned to the Depot, six have been since the first of the year. These units have averaged 77 flying hours each with the exception of one unit which was changed after 470 flying hours. Information available on all units installed at any time on Articles now at Detachment B.

d. Amplifier, Control AF, Section 1 FAK, line item #1-0231, Part number SP-3306A.

(1) Sixteen 3306A Amplifiers have been returned to the Depot reparable. The average life of these units has been 200 flying hours. All Auto-Pilot components are listed for change at the end of 1000 flying hours.

(2) Seven of the sixteen units returned to the Depot have been returned since the first of January. No records available on Auto-Pilot units.

2. The Materiel and Supply Section this organization is currently initiating a Unsatisfactory Report program and the Air Force accessories card system to allow closer control of parts and parts problems.


STANLEY W. BEERLI
Colonel, USAF
Commander

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